REG. NO 1626
R. S. NO
REG. SHEET NO 79

ZP33/A12-1/Cmr
Serial 0993

UNITED STATES PACIFIC FLEET
AIR FORCE
BLIMP SQUADRON THIRTY THREE

CONFIDENTIAL

1 October 1945

From: Commanding Officer
To: Commander-in-Chief, United States Fleet

Subject: War Diary for month of September 1945, Submission of.

Reference: (a) Cominch and CNO rest. ltr. serial 7152, dated 29 October 1943.

(b) PacFlt conf. ltr. 1CL-45.

Enclosure: (A) Monthly Operation Summary, September 1945.

ORGANIZATION

(a) Administrative:

Commander-in-Chief, Pacific Fleet.
Commander Air Force, Pacific Fleet.
Commander Fleet Air, West Coast.
Commander Fleet Airships Pacific.
Blimp Squadron 33, NAS Tillamook, Oregon.
Comdr. F. N. Klein, Jr., 74524, USNR

(b) Operational:

Commander Western Sea Frontier (Task Force 06).
Commander Northwestern Group, Western Sea Frontier (Task Group 06.3).
Commander Aircraft, Northwestern Group, Western Sea Frontier (Task Unit 06.3.1).
Commander Fleet Airship Wing Three.
Commander Blimp Squadron Thirty-three, NAS Tillamook, Oregon.
Six (6) ZNP: K-27, K-79, K-87, K-97, K-115, K-119.

Blimp Squadron 33 is assigned to routine operational control of COMNORWESTSEC, WESSEAFRON, and operated under COMNORWESTSEC Operation Plan NWS-AIR 2-45. In addition to its mission as was stated in NWS-AIR 2-45, ZP33 was regularly assigned utility missions which consisted of assisting in the training program of Naval Training School (Electronics) at Puget Sound Navy Yard; assisting in



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radar calibration for surface vessels; conducting weather utility flights to report off-shore weather observations; and reporting sightings of schools of fish while on ASR flights.

In his letter, serial #634, dated 28 September 1945 COMNOR-WESTSEC cancelled his operations plans. After this date ZP-33's mission consists solely of ASR and other utility work.

ZP-33 normally operated from NAS Tillamook, Oregon, and NAAS Shelton, Washington; and had emergency landing facilities at NAS Astoria, Oregon, NAAS Quillayute, Washington and NAAS North Bend, Oregon. On 7 September 1945 LTA equipment was removed from NAS Astoria; on 11 September 1945 from NAAS Quillayute; on 15 September 1945 from NAAS North Bend; and on 18 September 1945 from NAAS Shelton. This action in accordance with instructions from COMNAB 13 closed the auxiliary base and emergency landing facilities of ZP-33, with the exception of an expeditionary mast at Fort Lewis, Washington, which had been erected 15 August 1945. On 15 September utility missions from NAAS Shelton for PSNY were discontinued and after that date were conducted from NAS Tillamook.

The flights for the NTS(E) at PSNY are in connection with the training of radar operators. The airship in flight is controlled by voice radio in conjunction with tracking drills on all types of radar equipment. It provides a target which is not too elusive or fast-moving and gives untrained men time to adapt themselves to the plot procedures, and acquaints them with the possibilities and limitations of gun fire by radar alone.

The calibration flights are flown for war vessels anchored in PSNY or as they proceed along the Pacific Coast. These flights are also controlled by voice radio for the calibration of fire control and fighter-director radars. The services of the airships permit more accurate and rapid alignment of antennas.

While on regularly assigned ASR flights a Coast Guard man was assigned to each flight as a trained observer for fish sighting. Information regarding the size, type and direction

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of movement of schools of fish was relayed to the commercial fishing fleet in the Columbia River area. This service contributed materially to increased food production.

On 17 September 1945 the two BM's, USCGR, who were assigned to ZP-33 as trained observers for the fish sighting work, were detached. Their detachment was shortly after the end of the commercial fishing season in this area.

Operations of ZP-33 were conducted in TARE time zone.

The average daily availability was four and seven tenths (4.7) airships. A total of sixty-six (66) missions for a total duration of 577 hours were flown during the month. Fifty-six per cent (56%) of the total missions rendered utility service to fleet units in this sector. The last page of enclosure (A) presents a detailed analysis of all flights during the month.

Calibration flights were:

3 for USS ENTERPRISE (CV-6)
1 for USS McCORD (DD-534)
2 for USS WASHINGTON (BB-56)
1 for USS ROBERT K. HUNTINGTON (DD-781)
1 for USS SAIDOR (CVE-117)
1 for USS HAILEY (DD-556)
3 for USS BUNKER HILL (CV-17)
1 for USS McKEAN (DD-784)
1 for USS TRATHEN (DD-530)
1 for USS PITTSBURGH (CA-72)

There were two non-operational days during the month: 4 and 13 September all flights were cancelled due to weather conditions.

F. N. KLEIN, Jr.